

The Dispatch.

ESTABLISHED FEBRUARY 8, 1846.
Vol. 46, No. 236.—Entered at Pittsburgh Postoffice, November 1, 1879, as second-class matter.
Business Office—47 and 60 Fifth Avenue.
News Rooms and Publishing House—75, 77 and 79 Diamond Street.
Eastern Advertising Office, Room 48, Tribune Building, New York.

Average net circulation of the daily edition of THE DISPATCH for six months ending August 31, 1882, as sworn to before City Controller, 30,045.

Average net circulation of the Sunday edition of THE DISPATCH for three months ending August 31, 1882, as sworn to before City Controller, 55,643.

TERMS OF THE DISPATCH.
POSTAGE FREE IN THE UNITED STATES.
DAILY DISPATCH, One Year, \$3.00.
DAILY DISPATCH, Per Quarter, .75.
DAILY DISPATCH, Per Month, .25.
DAILY DISPATCH, Including Sunday, One Year, \$3.50.
DAILY DISPATCH, Including Sunday, Per Quarter, .90.
DAILY DISPATCH, Including Sunday, Per Month, .30.
SUNDAY DISPATCH, One Year, \$1.00.
SUNDAY DISPATCH, Per Quarter, .25.
SUNDAY DISPATCH, Per Month, .10.
WEEKLY DISPATCH, One Year, \$1.25.
The Daily Dispatch is delivered by carrier, except on week days, or by mail, on week days, at the rate of 10 cents per copy.

PITTSBURGH, TUESDAY, OCT. 1, 1882.

AN OUTSPOKEN FINDING.

The presentation of the New York grand jury's report to the Erie Railroad board, shows the outrageous character of that public offense, and presents the compensatory fact that one body at least, connected with the administration of justice, is not to be influenced or intimidated from speaking out boldly concerning it.

The present finding is that there was a heinous and criminal conspiracy to procure a fraudulent divorce, in which various officers of the court were clearly engaged. It points out that the judge in permitting the conspiracy to go on without discovering and arresting it, was either culpably negligent or criminally accessory to the perversion of justice. The judge is left to the action of the Legislature; the lesser criminals are indicted. A point for the Pennsylvania jurists to consider is presented in the fact that the system in reference to divorce cases similar to our own, affords an open gate for improper actions.

It remains to be seen whether the New York Legislature has sufficient energy, and the prosecuting officials of New York City sufficient independence, to make an example of all the persons connected with this degradation of justice, from the judge down.

THE OLD SOLDIERS' GATHERING.

The reunion of the Grand Army veterans, to-day, has had less preliminary notice than usual, and it will probably be a quiet gathering of the old soldiers, with less of the crowds and parades that have marked the same event in past years. However this may be, Pittsburg will extend the same warm greeting to the veterans, this year, that it has in the past.

The display of flags and decorations may be moderate, and the weather outlook is not especially encouraging for the parade; but the heart of Pittsburg has the same love and admiration for the defenders of the Union as in the day when there was always an entertainment and a welcome for every regiment that passed through the city. A pleasant reunion and many more like it to our old soldiers!

A PUBLIC PROJECT.

It is a good sign for Philadelphia that her citizens are waking up to the necessity of asserting the interest of the city as a whole in favor of an enterprise like the Bell Line Railroad. This project, which proposes to establish a railroad common to the use of, and connecting all railroads with the wharves of the city is based on the most impregnable grounds. The proposition is to "secure forever the use of the said Bell Line Railroad and branches, by all railroads connecting therewith upon equal terms, without discrimination or favoritism."

Such a plan is for the interest of the entire public, and can only be opposed by those who have a selfish interest in the maintenance of the existing privileges in transportation to and from the wharves.

The promise of such a feature as this in the old Marginal Railroad of this city gave it a claim upon the public tolerance. As that was defeated by the influence of the Pennsylvania Railroad then, it is instructive to notice that the same idea is now pushing itself into prominence at the citadel of Pennsylvania Railroad influence, in Philadelphia. When it triumphs as it must, upon its merits, either there or elsewhere, it will be perceived that the principle of the common use of railroad tracks within great cities need not be confined to the transfer from vessels to railways. It will be seen that the burdening of streets by multitudinous tracks, where the common use of one belt line would suffice, is a blunder hardly less in magnitude than a crime; that a system of union depots for passenger traffic, and common lines giving all roads an equal access to manufacturing or shipping points, will at once secure the highest interests of the public and develop the most legitimate prosperity of the railroads.

These things will appear plainly enough when the country gets beyond the hampering influence of the theories of exclusive privileges in railway transportation. When a few such reforms are put into practical operation the wonder will be at the blindness which permitted the fetters of an antiquated system to restrain us so long.

THE INCREASE OF FAILURES.

The statistics of failures for the first nine months of 1882, as compared with the corresponding months of the previous year, show a marked enlargement in the number of business misfortunes, there being a little over 1,000 more for the same period in 1882. The gross liabilities show the more than corresponding increase, from a total of \$80,000,000 for the first three quarters of last year to a total of \$101,000,000 for this year. These figures indicate the results of the unfavorable trade conditions which have prevailed in many departments up to a recent date; and also prove that many firms were caught with their affairs too much inflated to meet the strain of adverse times. Business is now improving in almost every quarter; and the increase of failures will probably be arrested. But it will be wise to remember the lesson of these figures and to keep liabilities within the limits that will be safe under all conditions of trade.

CONFUSED HORRIBLE.

General Edward Burd Grubb seems to be embarrassed by more things than his name. He cannot for the life of him determine whether he is a citizen of New Jersey or Pennsylvania. When he was elected Captain of the First troop of Philadelphia cavalry a few years ago he thought he was a Pennsylvanian, and though some people did not agree with him, his opinion was accepted by the State authorities and he re-

ceived his commission. Probably this settled his belief for the time. Still he moved in Jersey politics a good deal, and this year the Republican nomination for Governor. This was very embarrassing of course to a man who had made up his mind quite a while before that he owed allegiance to the Keystone State. But with remarkable courage he looked the situation in the face, and disabused himself of the idea that he had ever been truly divorced from New Jersey's soil. He just argued himself out of his Pennsylvania citizenship, and acknowledged his conviction that he ought to vote and stand for Governor in New Jersey. To pin himself to this position he resigned his commission in the Philadelphia city cavalry, and a few days ago Adjutant-General Hastings issued an order for the election of his successor.

We sincerely sympathize with any man who does not know for certain of what State he is a citizen, and all the more when he is running for Governor. There are a few things every man should be allowed to know beyond a peradventure, and his citizenship is one of them. From the appearance of things we should judge that General Edward Burd Grubb is nearly as likely to be elected Governor of Pennsylvania as Governor of New Jersey this fall.

THE CITY AND ITS EMPLOYEES.

The question raised by the Chief of the Department of Public Safety with regard to the employment of men on the fire and police forces, who are physically incapacitated for the full discharge of their duty, is an important one, and should command the most earnest and impartial consideration of Councils.

It is plain that the city cannot maintain on its rolls of active service men who are unable to perform the duties for which they are paid. The ordinance presented in this connection seems to be in the line of an intelligent reform; and if it should include a provision against removals, except for cause, would result in benefit to the public service.

At the same time it seems clear that the city is not without its duty to the men who have become physically incapacitated in the discharge of hazardous and hard public work. The mere fact that a policeman or fireman is disabled from ordinary duties, while he happens to hold a public position, does not constitute any claim; but when a member of either department is incapacitated by reason of his public duties, or has grown old in long and faithful service, a consideration of the public obligation would recognize the rightfulness of doing something for him on his retirement.

We think that an ordinance providing a modest system of partial pay for men who have been disabled as a result of their public duties, would receive the hearty approval of the fair-minded taxpayers.

THE LATEST CORNER.

The corner in the Liverpool cotton market, which was terminated yesterday by the sales of the speculator who has hitherto held the greater part of the stock on the market, appears to have been tolerably successful, and in a number of cases the price of the cotton has been advanced.

Like the trust, the corner is based on the attempt to control so much of the stock on the market, for the time being, as will permit the cornerer to exact high prices from those whose necessities force them to purchase. The corner is a temporary and transient trust, generally formed by combination and always operated for the sake of securing an artificial enhancement of prices. Its transitory nature confines most of its detriment to the speculators who are betting the other way, and makes it a less abuse than the permanent exaction of excessive prices from consumers by means of the trusts.

It is also to be said with regard to corners that, as frequently as they occur, they inflict their greatest penalties on those who get them up. Harper's wheat corner, the corner in petroleum deal, and a long list of other corners back to the losing Black Friday gamble of Fisk and Gould, afford testimony to the fact that the schemer who tries to fleece his fellows is frequently shorn himself. Nevertheless, successes like those of Stearns in cotton and Hutchinson in wheat, are constantly tempting emulation on the part of those whose desire to gain wealth overmasters both their caution and their honesty.

Trusts and corners are alike prejudicial to trade morals and obnoxious to the law. They present no graver aspect than the fact that the hope of wealth is sufficient to override all the restraints which commercial morality, and a vigorous legal system should impose. It is an impeachment of the laws, when a privileged wealthy class is permitted to ignore the principles of right in order to turn legitimate business into pure gambling.

SINGULAR IGNORANCE.

The inability of very intelligent men to perceive what they do not wish to see is illustrated by the assertion of Mr. Chaney M. Dewey, with regard to the recent fatal collision on his railroad, that he does not see how it is possible for any railroad to avoid such an accident.

The accident, as Mr. Dewey and the newspaper reports agree, was caused by the breaking down of the engine of the first section of a through train, while the second section was following at a high rate of speed, and therefore crashed into the rear cars, before it could be stopped. If Mr. Dewey does not see how such an accident as this could be prevented, it is only because he has failed to study the precautionary systems in use upon the rival railroad which is his chief rival.

The block system, which the Pennsylvania Railroad has used for many years, by which one train is prevented from going on one end of a block until the train preceding it has left the other end, renders such accidents impossible. It is a singular testimony to the inefficiency of this system, as well as an example of the way in which such precautions can be partially neglected, that the Pennsylvania Railroad has been totally exempt from the collisions caused by a following train running into the one preceding it, with the exception of the Twenty-eighth street disaster in 1880. That was due to the fact that the block system, then only commenced at Twenty-eighth street, and the trains running through the yards from the Union depot to that point were left to the old system.

The inability of railroad managers to see the necessity of avoiding collisions, when the means of doing so are in practical operation, is sometimes shown even more singularly than by Mr. Dewey. The Panhandle road, called as it is with the Pennsylvania Railroad, certainly should be informed as to the block system. Yet a rear-end collision—happily not fatal—occurred on that line yesterday, which could have been prevented by the modern appliances.

If the Board of Steam Navigation can give a boost to the Pittsburgh Lake Erie canal project that will raise it to the rank of a bona fide project, Pittsburg will be ready to offer that organization the freedom of the city upon all occasions, now and forever.

THE RETURN OF THE UNITED STATES STEAMER Dolphin after a cruise around the world, of a year and three-quarters, affords a practical illustration of the fact that the work of re-establishing the navy has not been wholly wasted. The Dolphin is one of the new vessels which were severely criticized, and probably she is not in the first-class of cruisers. Yet in her voyage of 58,000 miles with almost constant steaming she was delayed only two hours by a slight accident to her machinery. The much berated Dolphin may not be a very fast vessel but she is evidently a serviceable one.

THE ELUQUENT SILENCE OF THE OLD ROMAN, Allen G. Thurman, in the Ohio Democratic canvass, is the most significant indication of the way in which the creditable element of the Ohio Democracy regards the heretofore domination of their State organization.

The proposition to sell the public school building of the First ward, because enough pupils do not attend it to make it worth while to keep it open, would arouse the sectarian feeling about the religious control of the schools. It will be much better for all parties to avoid the revival of such an issue. As it can be done in this case by letting the people of the First ward manage their schools upon a non-sectarian basis, there is not unreasonable that such a bitter and profitless conflict will not be provoked.

The list of failures for the past nine months does not include the host of World's Fair projects. If those enterprises are included in the statistics, the total of their unfulfilled promises to pay will be something alarming.

THE DISTRIBUTION OF THE MINOR PLUMS OF THE United States internal revenue office, in this district, is completed, as will be seen by the list given elsewhere. The list will vary to the benefit of the popular and their friends the profound conviction that the administration is a glittering success; while the disappointed may console themselves with their private belief that the fruit is sour.

THE FOUR-MONTH-OLD ASSAULTS OF OUR friends, the coke operators, that they could never pay the advanced wages, are recalled to mind by the fact that the last firm to sign the scale was taken into the fold yesterday.

AN AMERICAN IN CONSTANTINOPLE writes to the Mayor of New York that he is trying to buy a box for the New York World's Fair among the Greeks. This the Sun applauds as a good idea, probably from a personal perception of the fact that it is a good deal easier to work up such a boom among the Mussulmans than it is among the millions of New York.

A CORN crop, estimated at 2,350,000,000 bushels this year, does not quite beat the record, but it will furnish a comfortable supply of bacon and corn bread to feed the hungry people of the world.

IT IS pleasant to note that Councils took another step toward the realization of the Carnegie Library for Pittsburg, by passing a resolution creating a committee to confer with Mr. Carnegie.

When the Legislature is allowed to hear something in the way of actual progress will be made toward securing this great public benefit.

WHEN Sugar Trust certificates drop forty points in three months, at the mere prospect of competition, investors may come to the same conclusion as consumers, that trusts are not to be trusted.

THE scheme of State Senator Walker, of Mississippi, for removing the race question from politics by disqualifying the negroes from holding office, leaves the Southern race of "negro domination" in the guise of actual dread lest, if the colored people have a chance at the offices, there will not be enough to go around among the white people.

THE gold medal awarded to Pittsburg's public school exhibit at Paris proves that some of the features of the United States department there were not wholly unappreciated.

The Liverpool cotton corner has collapsed. Various speculators have been squeezed, but the ability to permanently burden legitimate business with exorbitant prices has been found wanting. For success in that line the Liverpool cornerers must take lessons of our big oil and coal and other trusts.

THE outbreak of verbal warfare in council, yesterday, should impress on the minds of city legislators the necessity of steering clear of sectional issues.

THE disposition of the New York newspapers to ignore the \$100,000 subscription of Joseph Pulitzer to the World's Fair, is an example of that petty jealousy, which, if permitted to prevail, makes the community where it exists incapable of great and successful public undertakings.

PEOPLE OF PROMINENCE.

CONGRESSMAN ISAAC STRUBLE, of Plymouth county, Ia., is an enthusiastic prohibitionist, and says of the liquor traffic in Iowa, that it is practically dead.

General Crook's nomination has been rather again during the last few days, and it is said that Her Majesty walks with great difficulty. The Prince of Wales, too, is still far from being well.

THE LARGEST EYER KNOWN.

This year's potato crop estimated at over 233,000,000 bushels.

CHICAGO, September 30.—The forthcoming issue of the Farmers' Review will report that the potato crop of 1882 will probably exceed in quantity that of any previous year in the United States. The acreage is the same, but the conditions of growth have been in general very favorable and there has been an unusually early and plentiful harvest.

THE total crop is estimated at 233,700,000 bushels, which exceeds last year's crop by over 17,000,000 bushels.

PROGRESS OF THE CROWN CASE.

From the Detroit Free Press.

Several hundred men called as jurors in the Crown case have been convicted of common sense, while the box is not yet filled with imbeciles. This is encouraging.

ONLY A SLIGHT DIFFERENCE.

From the Detroit Journal.

The difference between the "opinion" and the "fact" is a very slight one. The difference between the words themselves is a little crookedness.

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